

# RIVIERA'S PLEASURE MACHINERY. AGAIN IN MOTION



THE RIVIERA BARGAIN COUNTER. UNEXAMPLED REDUCTION IN PRICES OWING TO THE WAR.

Satisfaction guaranteed.

Sails itself.

Imperial suites on every floor.

Any one can learn to run it.

## Season Will Go Down in History as the Cut Price Year in World's Greatest Amusement Enterprise.

By BLANCHE McMANUS.

MONSIEUR CAMILLE BLANC says that people will come to the Riviera this season as usual because they have got the habit. But for a while, for the first time in three-quarters of a century, this little kingdom of pleasure saw itself in danger of collapsing under the stern exigencies of war.

"Ben ne va plus," that monotonous chant of the croupier as he sends the white ball whirling around the roulette wheel in the palatial Casino de Monte Carlo, came very near being the fate of this Riviera season. "Nothing more goes" sent every one's heart into the mouth. In the end the business management of the Cote d'Azur, following the example of the French nation, made a truce with all the elements of its own local rivalries, animosities and ambitions, pooled its resources, its sedition and its advertising, cut rates and rose worthily to meet the changed situation.

The Riviera has but two industries, tourists and cut flowers. Both have been blighted by the war. It is easy to understand why the gay capitals of Europe will not be puning for their usual supplies of fragrant winter blooms from southern France, but there seemed less reason for a disastrous slump in the tourist trade.

Monte Carlo is recognized as a golden gemstone in the Riviera fabric. The di-

rectors of the company which exploits the Casino de Monte Carlo therefore appeared in the unwanted roles of philanthropists. "Not only for the sake of our shareholders" (and the stock in the Monte Carlo enterprise is one of the three quoted highest on the Paris Bourse) "but because a large part of the prosperity of the whole Riviera depends upon our clientele it is necessary that the Casino open," they said in a public announcement.

So, cautiously and on a reduced scale, the machinery was once again put in motion. For instance, in the office where one goes for a card of entrance there are three commissionaires instead of the dozens who once inspected the visitors' faces quite as attentively as they did their cards, and have been known, in spite of their astuteness in reading facial credentials, to turn away a Prime Minister in well used golfing togs and a royal Grand Duke who insisted on dressing like a tramp. The Casino authorities have always been particular about the style of clothes which one should wear in which to lose money, naturally arguing that a person's pocketbook is to be gauged by his garb.

In the office behind the officials' heads hangs a huge map of Europe with the war operations traced off by means of little flags of pretty much all the nations of Europe, the studying of which is almost an occupation which rivals that of the roulette. Battalion and army corps combinations are as much studied as systems and martingales.

The little principality of Monaco is an ally of the Allies. No more can it be accused, as in times past, of German sympathies. On the contrary, as soon as the twenty-three thousand Monegasques recovered from the astonishment of finding themselves for the only time within

Many enlisted in the French army. Of the 800 employees of the Casino administration 300 are serving in the ranks under the tricolor of France. The Prince of Monaco lends his moral support by remaining in Paris, occupied on good works of various natures. He has enjoyed all the distinction of the effects of war by having had his Paris residence bombed by a German aeroplane and a tax of half a million francs levied on his Chateau de Marchais inside the war zone because a German General's motor car tire was punctured in front of it one day. Such are the fortunes of war. Prince Louis, heir to the principality, is attached to the General Staff of the French army. The Prince's granddaughter, Mile. Valentin, is at the head of the Red Cross nurses of the principality.

Though the Riviera is far from the scene of the fighting, one sees plenty of reminders of the war on a trip thither. All the way down from Paris our train was dodging trainloads of soldiers going up to the front which we were leaving behind us. As for our train it looked like an excursion to a world's fair.

On board there were samples of all arms of the military forces of France. Chasseurs-Alpins, the ski corps from the Alps and the Vosges, baggy trousersed zouaves from Algeria and all kinds of dark faced fighters from North Africa, jet black Senegalese and white turbaned Arabs from the Sahara, all chattering pidgin French, all making their way to convalescence in the sun of the Riviera.

They were a lot more interesting than the maudlin imaginaries who usually frequent these same trains. But we talked fashions all the same, as one usually does going down, for the officers were busy showing off their new sky blue uniforms which have just been introduced into the French army, discuss-

things of life seemed really to matter. It was a Midway all the way down to Marseilles and the liveliest trip I ever took Riviera-ward.

Two things are going to make this an interesting season for the regular visitors: the drop in prices and the de-Austro-Hungarian-Germanization of the Riviera. The 1914-15 Riviera season will go down to history as the cut price season of the world's greatest amusement enterprise. A special war tariff reigns over the hundred and sixty-odd miles of pleasure resorts of this French Mediterranean coast line. This purple strip of picturesque mountains lapped by the tideless sea of the Mediterranean has become a vast bargain counter.

Prices, roughly estimated, are reduced one-half. Last year saw the culmination of the high cost of living on the Riviera. Prices had doubled all along the coast in the last three years until the cost of amusing oneself had become higher than anywhere else on earth. It took an international war to bring prices down to a reasonable figure. Optimists say too that they will remain there for some years to come.

It has been said that German and Austrian money and influence controlled more than 60 per cent. of the Riviera tourist business. This of course is nonexistent this year. In addition, Germans and Austrians conducted many industries along the Riviera which have been stopped by the war.

Each resort of the dozen or so along the picturesque Riviera coast has now its own legend about the German occupation of the Riviera with which to entertain the future winter visitor. St. Raphael, where is the aviation school of the French navy, reeks with them. Whispers fill the air of how the hotels were always full of tall, military look-

ing men. "Did not the shape of their shoulders under their civilian clothes betray them?"

No one for seasons to come will be able to drive a ball on either of Hyeres' two excellent links without having pointed out by patriotic caddies the very bunkers behind which perfidious Teutonic golfers would ostensibly fooling a drive, took notes on the gun practice of the French fleet at anchor off adjacent Porquerolles. There is a certain big estate at La Nartelle, near Sainte Maxime, fated to be the objective of the "Seeing the Riviera" car of the future. One always did puzzle a little over the two brown eagles of a foreign breed which capped the two massive gateposts of this winter home of a certain Col. Schmidt. Innocent name! But Riviera rumor insists that the magnificent wooded estate which lies behind the eagles and covers the whole mountain background—large enough to shelter a dozen forts and batteries—was actually an imperial domain.

The aristocratic Cap Martin, buried in its perfumed pine forest, was long the winter residence of the King of Wurtemberg, and there secret councils of mighty ones are supposed to have hatched out the plan of the march on Calais.

There will be discovered no end of tennis courts suspected of being platforms for serving another kind of foreign made ball, but it is very easy to forget that the armored villa is going to be the real feature of the Riviera season. Rivalry between the leading resorts has already sprung up as to which has the greatest number. They were the winter homes of Teutonic visitors of this international pleasure coast and have only been brought to light by the industry of the French sequestration authorities who are hunt-

## Armored Villa a Feature to Appeal to This Year's Visitor to the Cote d'Azur.

ing gardens in an overlapping series of armored cement terraces.

War has fired the vivid imaginations of the Meridionaux and they see in these innocent terraces foundations for gun platforms, dissimulated under rose arbors. To them every stretch of marble balustrade is craftily loopholed for artillery. Every vine draped pergola is an observation post, every spacious terrace a possible landing place for Taubes or Aviatiks, every ornamental turret a wireless station.

As the Teutonic influence strengthened toward the frontier of Germany's coquettish ally, Italy, Mentone came to be the most Germanized of the four big Riviera resorts; indeed German speech was all one heard in its streets in the height of the season. Mentone is thus particularly adapted to the exploitation of the armored villa. Villas charmingly framed in flowers, supposed to have been selected originally for the beauty of their sites, have been figured out by those in search of sensation as having been actually chosen for their strategic importance as coast defences and accessibility to the fort crowned Alpes-Maritimes.

Also there are even wider tales poured into the ears of visitors—tales of subterranean passages that have been discovered burrowing under the forts; just the sort of places of course in which to set off mines, is hissed in one's ears. One is shown as well grottoes shielded by palms, where were stored munitions of war brought from Berlin

espionage system of the opposition. That the opposition should have taken as a working base the most beautiful corner of the Old World, a land of the most golden sunshine, the bluest sky, the most opal tinted sea, the most amethystine mountains; that it should have conducted, as the Riviera fondly believes, a secret war game in luxurious villas and grand hotels amid poetic gardens of tinkling fountains, hoveled in orange blossoms and feathery palms; that it should have done this on this entrancing French coast of blue rather than amid the snows of the northland only indicates a remarkable degree of appreciation and ability in combining business with pleasure.

But this also divulges the business instincts of the Rivieraites themselves, who count on the romantic and fascinating possibilities of a villa with an armored tennis court and a cellar designed for war ammunitions; on the imaginations of coming visitors to the Cote d'Azur in search of pleasure and accommodations for the winter and spring seasons; or of a garden terrace originally built for a gun platform as a snuggery for afternoon tea, of an imperial hotel suite, over which hummed diplomatic air conspiracies by wireless, of the fascination of palm gardens, where, drowned in the soft strains of an orchestra, was planned the original fifteen day dash on Paris.

Here is then a Riviera season programme absolutely unique.

"And will not the German-Austro-



"Superb villa, with a 'disguised fort' pergola attachment," hisses the renting agent in their ears. "Oh, Charley, do let's take it; what a lovely place for tea."

"The very bunker behind which the naval secret service collected their most important notes."

The new Riviera attractions. "Entrance to imperial domain. Notice imported eagles on gate posts."

How the Rivieraites fondly believe that the march on Paris was planned.

The new Riviera way of advertising properties for rent. "Oui, Monsieur et Madame, the most thoroughly mined garden terrace on the Cote d'Azur, a unique lot."

rectors of the company which exploits the Casino de Monte Carlo therefore appeared in the unwanted roles of philanthropists. "Not only for the sake of our shareholders" (and the stock in the Monte Carlo enterprise is one of the three quoted highest on the Paris Bourse) "but because a large part of

the memory of the oldest inhabitant in undisputed possession of their own lilliputian country, for usually they are lost in the international shuffle of strangers, they set about to make up in war enthusiasm for their neighboring ally what they lacked in numbers and force.

ing fit and becomingness with the armor of women over a new style gown.

And all were so busy swapping stories and experiences that no one thought of quarrelling over keeping the windows open or shut or grumbled at having to sit on a suit case in the corridor as one used in the old days when the small

ing men who had come south for the health of their families, who took their blond children out for strolls which invariably led to the aviation ground and who were never seen without a binocular screwed to their eyes, following some daring looping the loop of the airman.

"Officers of course," declares the Ri-

ing up, or down, all such properties.

They are notable in number and that they are suspicious in design comes from the peculiarities of Riviera architecture. They are often buttressed up on these rugged mountain sides by half a hundred feet or more of massive stone foundations, with hang-

in cases supposed to contain household furniture.

Thus the ardent southern nature of the impulsive natives of this coast, who insist on keeping in touch with war and having a share in its issues by creating the impression that they were the pivot of the entire

solidarity take up its old position of influence one day?" We asked, somewhat curious.

"Entertainment, we will let them do so, just as we always have allowed them the run of our land," laugh the French with their gay irony. "They too have got the Riviera habit, like all the world."

## Points Out Public's Debt to the Engineer in Development of Modern Progress

By J. W. LIEB.

Vice-President New York Edison Company.

THE recognition of engineering as a profession has suffered in the past from a lack of definition. The growth of the profession has been so rapid that sufficient time has not elapsed to afford an understanding of the term "engineer." The wide scope of subjects covered by engineering has also contributed to this difficulty. As a result the engineer is an unknown quantity in the public estimation, and the term covers the work of men who are engaged in almost any branch of mechanical pursuits as well as in the more learned branches of engineering. This is not an entirely unexpected development. The legal profession passed through much the same course in its eight centuries of development but has now reached a point at which a lawyer is an understandable term.

Meanwhile, the work of engineers has advanced only over a period of a century or so and further time will be necessary before a full settlement of the various phases of engineering becomes decided. The public thus rarely realizes the extent of its indebtedness to engineers in the development of modern progress and the advance of modern civilization.

More attention was given one hundred years ago to this broad question by then current writers than is now the case, because the early developments of engineering were more striking in their immediate effects. To-day the public has become habituated to engineering wonders and no longer finds its imagination overwhelmed with results, less than some huge construction such as a Panama Canal, an Emperor or a Woolworth Building. But underlying all such striking developments is the broad current of achievement which has proceeded with uninterrupted and progressive volume during the past fifty years of progress in the mechanical arts.

One may imagine, then, the engineer passing from his home to his place of business in such a city as New York, drawing from mere visual observation the lesson that the work of his pro-

fession has had a major part in constructing and construction of the very street upon which he walks, and below the surface he might imagine he could see the labyrinth of pipes, ducts, conduits, etc., conveying the now numerous conveniences of public service on which so much of city life is dependent. None of these is visible, yet their development, construction and operation have occupied the care and attention of a great army of technical workers. The men construction of the piping and ducts upon which these public conveniences largely depend is a matter of less than one hundred years and there still lies beneath many of the older streets of the city which our friend must approach in reaching his place of business some of the wooden piping of the city's first fresh water supply, the pioneer of the present phase of conduits carrying the present water, gas, steam, air, refrigeration and above all, electricity to the homes and work places of the people. The bridges across the East River symbolize another line of engineering development which has had far reaching results in the distribution of population and on our local transportation systems.

If he rode downtown by surface railway his mind would recur to the successful developments of this means of transit from the old horsecar to the modern electrical "hustle" car. Or if he took a motor bus he would scarcely fail to contrast its convenience with the old lumbering buses of the Broadway line. Arriving at his office we may presume that he would be struck with the immense amount of engineering work and development which has been embodied in the construction of the skyscraper, which has most recently taken the place of the humble brick building of a century ago or may have been substituted for some more modern structure in which a less amount of convenience existed. The foundations carried deeply down to rock, the masses of concrete, the slender steel framing and the light but strong terra cotta tile hidden within its outer finish of terra cotta and stone, each element forming a continuous course of invention and development. Inside every feature of convenience of the modern building is practically the result of engineering study and forethought and in a way the building itself is a vertical model of the city with all the main lines of service which engineering thought and construction has provided. The heating, lighting, the elevators and sanitation are all matters upon which the success of the building now depends and the lack of which rendered the opportunities of our predecessors more restricted and their lives less convenient, comfortable and perhaps less happy. The work of the chemist and metallurgist in the development of the steel industry does not show on the outside, but our engineer would not fail to see the debt which all modern construction owes to those who have brought one of the most valuable of the earth's products to a point of cheapness where it can be used for practically every construction.

Let us, therefore, imagine that our friend has arisen from his modern bed in an uptown apartment house, and turning on the electric light, has begun the day, even before his prayers, by using one of the earliest results of electrical engineering, which makes the home habitable in the absence of nature's supply of daylight. The furnishing and decorations of his bedroom represent many lines of engineering and the bath room, with its supply of cold and hot water which he finds ready to his hand, has involved far reaching studies and work in the development of mechanical and sanitary appliances to secure and safeguard the water supply, to heat it, and also to provide for the removal of the waste from the building he occupies and from the city itself. His shaving apparatus, the morning paper delivered at the breakfast table, his breakfast itself, gathered from the ends of the earth by our modern transportation systems, all owe their inception and development to the work of the engineer. The telephone on his table, connecting him with the numberless activities over thousands of miles of country, is within ready reach of his hand. Mechanical refrigeration has kept his grapefruit, milk and butter chilled to the proper point. The coffee and toast are prepared with an electric heater, while the breakfast itself has, more than likely, been ordered by telephone.

Descending to the street, he perhaps uses the elevator and again finds himself depending for convenience upon an engineering development, the result of more than fifty years of detailed invention and skill. The apartment house itself, is, of course, an engineering monument of greater or less magnitude. Reaching the street he passes out upon the sidewalk, the construction of which is a matter of engineering development only exceeded by the street pavement over which he next passes. Below its smooth surface are the foundations supporting it, which, although unseen, have much to do with its stability and usefulness. He must reflect on the engineering skill and care which has been, at various times, displayed in the mapping and laying

out, surveying and construction of the very street upon which he walks, and below the surface he might imagine he could see the labyrinth of pipes, ducts, conduits, etc., conveying the now numerous conveniences of public service on which so much of city life is dependent. None of these is visible, yet their development, construction and operation have occupied the care and attention of a great army of technical workers. The men construction of the piping and ducts upon which these public conveniences largely depend is a matter of less than one hundred years and there still lies beneath many of the older streets of the city which our friend must approach in reaching his place of business some of the wooden piping of the city's first fresh water supply, the pioneer of the present phase of conduits carrying the present water, gas, steam, air, refrigeration and above all, electricity to the homes and work places of the people. The bridges across the East River symbolize another line of engineering development which has had far reaching results in the distribution of population and on our local transportation systems.

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THE BEAR AND THE EAGLE. "You scream already? But I am only on one wing so far."